

# Special Session

<b>Agenda Item #</b>	3
<b>Meeting Date</b>	April 21, 2008
<b>Prepared By</b>	Suzanne Ludlow, Deputy City Manager
<b>Approved By</b>	Barbara B. Matthews, City Manager

<b>Discussion Item</b>	Resolution Urging the Federal Transit Administration to Not Approve the Sale of Land at the Takoma Metro Station
<b>Background</b>	Consistent with past positions regarding the importance of maintaining transit access to the Takoma Metro station for the Takoma Park community, a resolution has been prepared urging the Federal Transit Administration (FTA) to disapprove the sale of land at the station. The FTA could act soon on the request by WMATA or it could act after a final site plan is prepared for the proposed development at the station. At the very least, the City is asking that the FTA not approve the sale of land until a final site plan shows that sufficient transit access for the community is maintained.
<b>Policy</b>	The City Council is concerned with the accessibility of transit for Takoma Park's residents, employees and visitors.
<b>Fiscal Impact</b>	N/A
<b>Attachments</b>	Draft Resolution,
<b>Recommendation</b>	Approve Resolution
<b>Special Consideration</b>	

Introduced By:

*DRAFT*

**RESOLUTION NO. 2008-XX**

**Resolution Urging the Federal Transit Administration to Disapprove  
The Sale of Land at the Takoma Metro Station**

**WHEREAS,** on November 8, 2007, the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA) approved the sale of 75% of the land at the Takoma Metro station to EYA, a development company, through its joint development program; and

**WHEREAS,** the sale of the land pursuant to the joint development program is subject to approval by the Federal Transit Administration (FTA) because the federal government paid for the land at the Takoma station as part of the Metrorail system; and

**WHEREAS,** under federal law, the joint development project must:

1. enhance economic development or incorporate private investment; and
2. enhance the effectiveness of a public transportation project and relate physically or functionally to the transportation project or enhance coordination between public transportation and other transportation (such as bicycles or automobiles); and
3. provide a fair share of revenue for public transportation;

and

**WHEREAS,** as detailed in the City of Takoma Park's extensive submissions to the WMATA Board of Directors for the October 2006 Compact Hearing and subsequent action on the proposal, the joint development project proposed for the Takoma Metro station fails to meet either the second or third criteria for joint development projects in that:

- the effectiveness of transit operations at the Takoma Metro station is hindered, rather than improved, by the proposed development in that land is taken away from transit use and will not be available to meet future need for bus bays; bus schedules will be slowed by the design which improperly integrates buses with other vehicles on site; and transit patrons—including handicapped patrons—will have much less convenient access to the transit station; and
- the project worsens coordination between public transportation and other transportation, in that access for people being dropped off at the station,

parking at the station, riding bikes to the station, and walking to the station is reduced—the project provides less public parking, has Kiss-and-Ride and parking spaces scattered confusingly around the site, greatly reduces the size of the main pedestrian entrance to the station making the entrance more sloped and less safe, and subjects drivers and pedestrians to greater on-site congestion and unsafe crossings; and

- little revenue will be gained by the sale of land; and the loss of revenue from the decrease in parking and the limiting of the number of bus bays will not be offset by the residents of the 85 two-car garage townhomes proposed for the site; and

**WHEREAS,** the joint development program at the Takoma Metro station was proposed under—and continues to proceed under—old Joint Development Guidelines, even though the WMATA Board of Directors have twice revised the guidelines for other stations due to the problems of the original guidelines to ensure that transit and community priorities are taken into consideration in the program; and

**WHEREAS,** the City of Takoma Park's concerns about the negative impacts of the project on the transit system are long-standing and have been detailed in several Council Resolutions, including Resolution #2006-59, *Resolution Notifying Federal Transit Administration (FTA) of Concerns Regarding WMATA's Request for Approval of Joint Development Property Transfer and Project at the Takoma Metro Station*; and

**WHEREAS,** the City of Takoma Park appreciates the role of the Federal Transit Administration in protecting and promoting public transportation in the United States of America.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND** that the Federal Transit Administration is strongly urged to disapprove the proposed development plan for the Takoma Metro station based on FTA criteria for approving joint development property transfers and projects.

**BE IT FURTHER RESOLVED BY THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND** that if the FTA will not disapprove the proposed development plan at this time, the Council strongly urges the FTA to defer action until a final, detailed site plan is submitted that addresses the transit and handicapped accessibility concerns of Montgomery County and the City of Takoma Park.

**ADOPTED THIS xxTH DAY OF APRIL, 2008.**